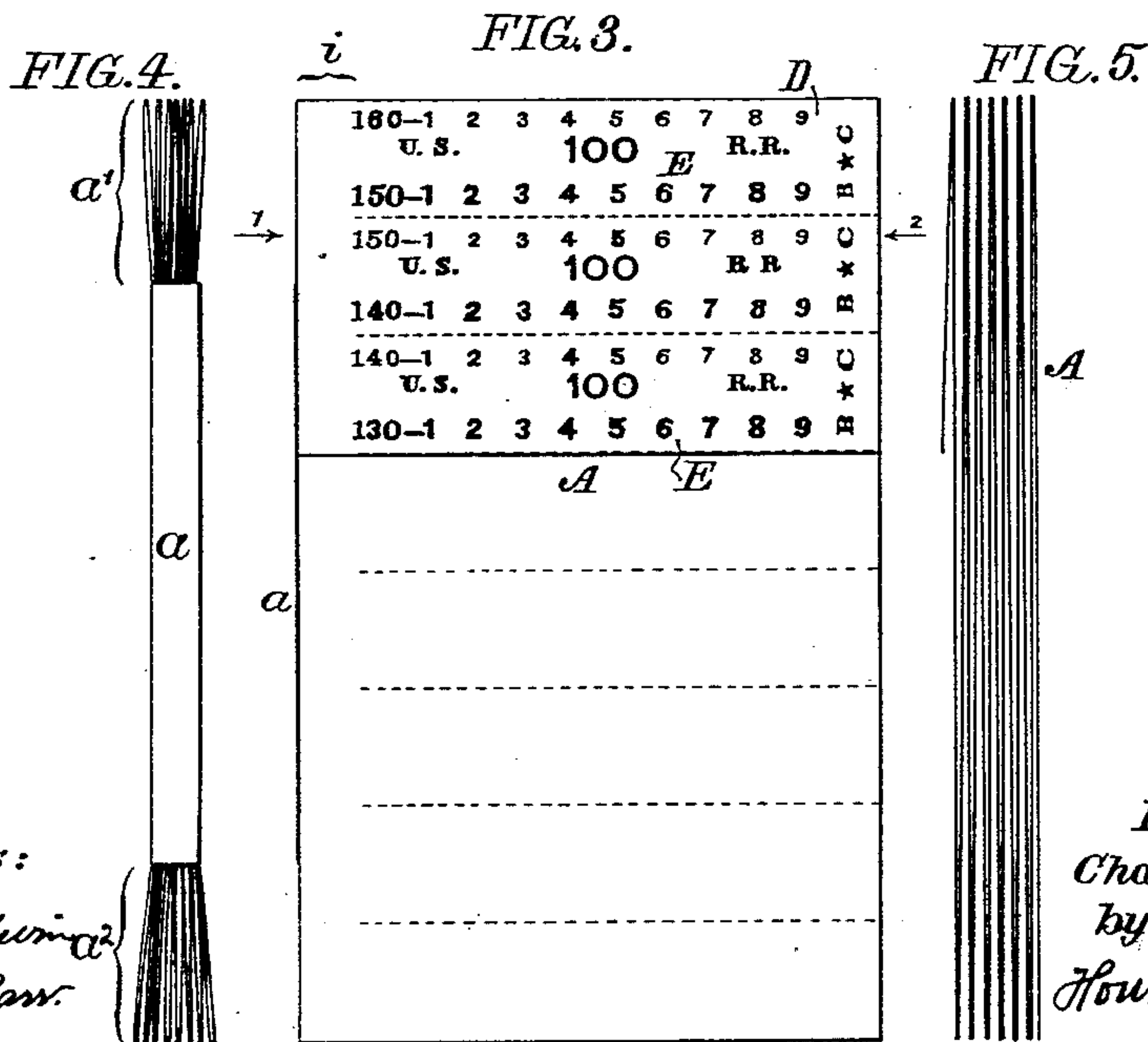
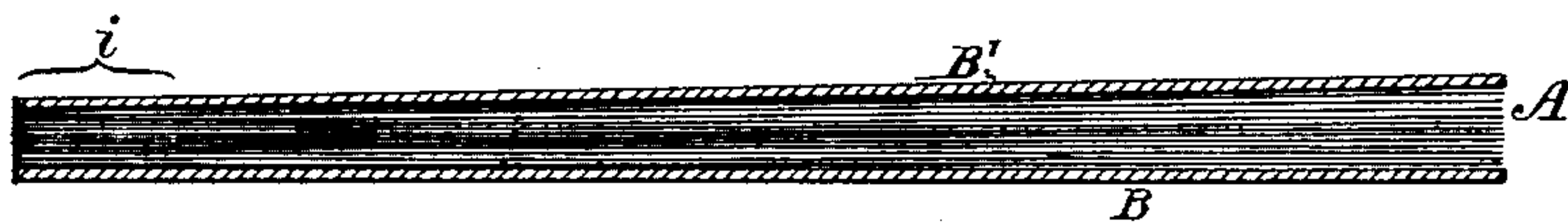
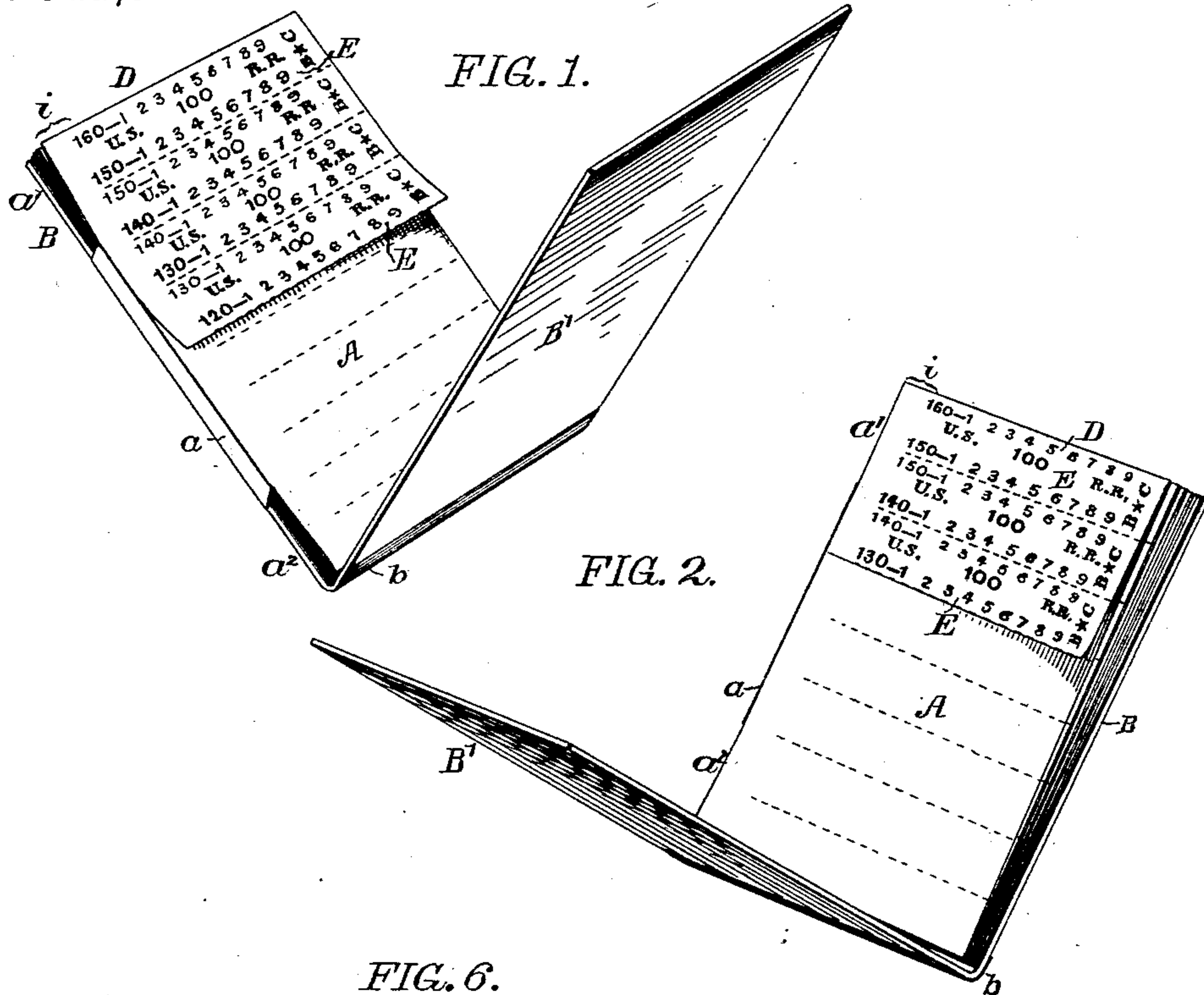


(No Model.)

C. W. REIFF.
MILEAGE TICKET.

No. 541,388.

Patented June 18, 1895.



Witnesses:
H. D. Goodwin
Will A. Barr.

Inventor
Charles W. Reiff
by his Attorneys
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UNITED STATES PATENT OFFICE.

CHARLES W. REIFF, OF PHILADELPHIA, PENNSYLVANIA.

MILEAGE-TICKET.

SPECIFICATION forming part of Letters Patent No. 511,388, dated June 18, 1895.

Application filed June 28, 1894. Serial No. 515,989. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. REIFF, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Mileage-Tickets, of which the following is a specification.

My invention relates to certain improvements in mileage tickets in which the coupons are arranged in a single strip and formed into
10 a tablet of a convenient size and preferably having one side free so that the ticket can be properly punched to indicate the shipment of baggage without mutilating the main body of the ticket.

15 In the patent granted to me on the 5th day of August, 1884, No. 303,048, I have shown a ticket in which each coupon has printed upon it two lines of figures one line at the top and the other line at the bottom. The figures near
20 the upper edge of one coupon correspond to the figures near the lower edge of the adjoining coupon, the heavy row of figures representing the number of miles traveled and the light row of figures are the auditor's memoranda; so that when the ticket is folded on
25 one of the scored or perforated lines so as to detach a coupon from the ticket the conductor cancels a portion of the ticket by punching or otherwise marking any one of the figures indicating the number of miles to be
30 traveled, at the same time the auditor's row is similarly canceled so that the auditor when he receives the detached coupon can readily make the proper record.

35 In the accompanying drawings, Figures 1 and 2 are perspective views illustrating my improved mileage-ticket with part of the coupons removed. Fig. 3 is a plan view. Fig. 4 is an edge view looking in the direction of the
40 arrow 1, Fig. 3. Fig. 5 is a view looking in the direction of the arrow 2, Fig. 3. Fig. 6 is an enlarged transverse sectional view.

I prefer to print the ticket A in a single strip and fold it as shown in Fig. 5, and secure the folded sheets together at one side,
45 preferably by a sheet of gum a forming in fact a tablet in which the leaves are secured at one side only in the present instance. The leaves may be secured to a backing board B of
50 some stiff material, which is preferably hinged at b to a cover B' which protects the leaves so that the ticket can be carried without being

mutilated and the backing B as well as the cover B' may contain the instructions and the contract. The sheet of gum is only secured to the edges of the leaves at the middle, leaving each end a' , a^2 free so that when
55 a series of coupons are to be detached from the ticket, they can be readily severed from the gum without tearing the body of the ticket.

I preferably arrange the printed matter of the ticket as shown in Fig. 3, the large figure at the center indicating the number of the pad or book, the light upper line of figures D representing the auditor's memoranda and
65 the lower line of figures E, preferably in prominent type, indicating the number of miles.

In the present instance each coupon is designated to cover ten miles of travel so that the figures in each row extend from naught
70 to nine. The back of each coupon may be printed in any manner desired or can be perfectly plain and the name of the railroad may be either printed on the face or on the back of the ticket.

The printed matter of the ticket is preferably arranged at one side as shown in Fig. 3, leaving a plain marginal space i at the gum side so that when the conductor removes one
80 or more of the coupons, he can first detach the sheet containing the coupons from the gum without tearing the body of the ticket as the plain marginal space i is not cut by the serrations separating the coupons. Consequently the conductor can very readily collect the coupons without the danger of mutilating the coupons or ticket and the perforations do not act as guide lines on the gummed side of the ticket. The coupons for a single
90 ride can be detached in a single strip. Consequently when the coupons are turned in to the auditor, they can be readily checked up and considerable time saved at the office of the railroad.

On the opposite end of the ticket sufficient
95 space is left for the baggage master to punch the coupon and I preferably indicate this space by printing on each coupon the letters "B C" (baggage checked) separated by a star, so that instead of using a large "B C" punch,
100 an ordinary small punch can be used which will cancel the ticket and at the same time not interfere with the figures on the main body of the ticket; and by having one side free the

coupons can be punched without detaching the leaves from the pad, so that the folds of the ticket are held intact until the coupons are removed by the conductor as in some instances the baggage is checked through to its destination and the coupons are only removed by the conductors on the different sections of the road. Therefore, if the coupons were removed from the gummed section by the baggage master they would become in many cases, mutilated and detached from the book.

By the arrangement of the coupons as above described I am enabled to reduce the size of the coupons to such an extent that the ticket will be only one half as long as the tickets now in use and yet the punching space will be sufficient to prevent either the baggage master or conductor obliterating the wording of the ticket.

I claim as my invention—

1. A mileage ticket composed of a single strip folded so as to form sheets, connected at alternate ends, said sheets being confined together in tablet form by a side connection which is limited to the central portion of the

sheets, the sides of the sheets at and near each end being free, substantially as specified.

2. A railroad ticket composed of a strip folded so as to form sheets, connected at alternate ends, said sheets being confined together in tablet form by a side connection which is limited to the central portion of the sheets, each sheet being divided into a series of coupons by transverse lines of perforations which terminate some distance from the edge of the sheet thereby forming at the confined edges of the sheet unbroken strips running from end to end of the same, each coupon having an unbroken connection with said strip so that a series of coupons can be detached from the fastening but when a coupon is removed from the sheet the strip is severed, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES W. REIFF.

Witnesses:

WILL. A. BARR,

JOSEPH H. KLEIN.